

Funds in the reserve on June 30, 1995, estimated at \$27,000, were within the maximum permitted by the order of one fiscal period's expenses.

An interim final rule was published in the **Federal Register** on June 6, 1995 (60 FR 29750). That interim final rule added § 947.246 to authorize expenses and establish an assessment rate for the Committee. That rule provided that interested persons could file comments through July 6, 1995. No comments were received.

While this action will impose some additional costs on handlers, the costs are in the form of uniform assessments on all handlers. Some of the additional costs may be passed on to producers. However, these costs will be offset by the benefits derived by the operation of the marketing order. Therefore, the Administrator of the AMS has determined that this action will not have a significant economic impact on a substantial number of small entities.

After consideration of all relevant matter presented, including the information and recommendations submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

It is further found that good cause exists for not postponing the effective date of this action until 30 days after publication in the **Federal Register** (5 U.S.C. 553) because the Committee needs to have sufficient funds to pay its expenses which are incurred on a continuous basis. The 1995–96 fiscal period began on July 1, 1995. The marketing order requires that the rate of assessment for the fiscal period apply to all assessable potatoes handled during the fiscal period. In addition, handlers are aware of this action which was unanimously recommended by the Committee at a public meeting and published in the **Federal Register** as an interim final rule.

List of Subjects in 7 CFR Part 947

Marketing agreements, Potatoes, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 947 is amended as follows:

PART 947—IRISH POTATOES GROWN IN MODOC AND SISKIYOU COUNTIES, CALIF., AND IN ALL COUNTIES IN OREGON, EXCEPT MALHEUR COUNTY

Accordingly, the interim final rule amending 7 CFR part 947 which was

published at 60 FR 29750, is adopted as a final rule without change.

Dated: July 21, 1995.

Sharon Bomer Lauritsen,

Deputy Director, Fruit and Vegetable Division.

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Commodity Credit Corporation

7 CFR Part 1427

RIN 0560–AD99

1995 Specifications for Cotton Bale Packaging Materials

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Final rule.

SUMMARY: This final rule amends the regulations with respect to the price support loan programs for upland and extra long staple cotton which are conducted by the Commodity Credit Corporation (CCC) in accordance with the Agricultural Act of 1949 (the 1949 Act), as amended. The amendments made by this final rule will eliminate obsolete provisions and more appropriately reflect loan eligibility quality requirements for the 1995 and subsequent year crops.

EFFECTIVE DATES: July 27, 1995. The incorporation by reference of a certain publication listed in the regulations is approved by the Director of the Federal Register as of July 27, 1995.

FOR FURTHER INFORMATION CONTACT: Philip Sharp, Program Specialist, Price Support Division, Consolidated Farm Service Agency, United States Department of Agriculture (USDA), P.O. Box 2415, Washington, DC 20013–2415; telephone 202–720–7988.

SUPPLEMENTARY INFORMATION:

Executive Order 12866

This rule has been determined to be not significant for purposes of Executive Order 12866 and therefore has not been reviewed by Office of Management and Budget (OMB).

Federal Assistance Program

The title and number of the Federal Assistance Program, as found in the Catalog of Federal Domestic Assistance, to which this rule applies are: Commodity Loans and Purchases—10.051.

Regulatory Flexibility Act

It has been determined that the Regulatory Flexibility Act is not applicable because CCC is not required by 5 U.S.C. 553 or any other provision

of law to publish a notice of proposed rulemaking with respect to the subject matter of these determinations.

Environmental Evaluation

It has been determined by an environmental evaluation that this action will not have a significant impact on the quality of human environment.

Executive Order 12372

This program is not subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with State and local officials. See the Notice related to 7 CFR part 3015, subpart V, published at 48 FR 29115 (June 24, 1983).

Executive Order 12778

This rule has been reviewed pursuant to Executive Order 12778. To the extent State and local laws are in conflict with these regulatory provisions, it is the intent of CCC that the terms of the regulations prevail. The provisions of this rule are not retroactive. Prior to any judicial action in a court of jurisdiction, administrative review under 7 CFR part 780 must be exhausted.

Paperwork Reduction Act

The amendments to 7 CFR Part 1427 set forth in this final rule do not contain additional information collections that require clearance by the OMB under the provisions of 44 U.S.C. chapter 35. Existing information collections were approved by OMB, and assigned OMB control Numbers 0560–0087 and 0560–0129.

Background

Each year the Joint Cotton Industry Bale Packaging Committee (JCIBPC), sponsored by the National Cotton Council in cooperation with the American Textile Manufacturers Institute, approves specifications for cotton bale packaging to be used as industry guidelines. Accordingly, this final rule amends § 1427.5(b)(2)(iii) to change the referenced year from 1994 to 1995 for the Specifications for Cotton Bale Packaging Materials published by the JCIBPC.

List of Subjects in 7 CFR Part 1427

Cotton, Loan programs—agriculture, Packaging and containers, Price support programs, Reporting and recordkeeping requirements, Surety bonds, Warehouses.

Accordingly, 7 CFR part 1427 is amended as follows:

PART 1427—COTTON

1. The authority citation for 7 CFR part 1427 continues to read as follows:

Authority: 7 U.S.C. 1421, 1423, 1425, 1444, and 1444-2; 15 U.S.C. 714b and 714c.

2. Section 1427.5 is amended by revising paragraphs (b)(2)(iii) introductory text and (b)(2)(iii)(A) to read as follows:

§ 1427.5 General eligibility requirements.

* * * * *

(b) * * *

(2) * * *

(iii) Be packaged in materials which meet specifications adopted by the Joint Cotton Industry Bale Packaging Committee (JCIBPC) sponsored by the National Cotton Council of America, for bale coverings and bale ties which are identified and approved by the JCIBPC as experimental packaging materials in the June 1995 Specifications for Cotton Bale Packaging Materials. Heads of bales must be completely covered.

(A) Copies of the June 1995 Specifications for Cotton Bale Packaging Materials published by the JCIBPC which are incorporated by reference are available upon request at the county office and at the following address: Joint Cotton Industry Bale Packaging Committee, National Cotton Council of America, P.O. Box 12285, Memphis, Tennessee 38112. Copies may be inspected at the South Agriculture Building, room 3623, 14th and Independence Avenue SW., Washington, DC, between 8 a.m. and 4:30 p.m., Monday through Friday, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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Signed in Washington, DC on July 20, 1995.

Bruce R. Weber,

Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc. 95-18481 Filed 7-26-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-253-AD; Amendment 39-9317; AD 95-04-07 R1]

Airworthiness Directives; McDonnell Douglas Model DC-10-10, -15, and -30 Airplanes, and KC-10A (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information in an existing airworthiness

directive (AD), applicable to certain McDonnell Douglas Model DC-10 series airplanes and KC-10A (military) airplanes, that currently requires inspections to determine the condition of the lockwires on the forward engine mount bolts and correction of any discrepancies found. That amendment also provides for termination of the inspections for some airplanes by installing retainers on the bolts. The actions specified in that AD are intended to prevent broken lockwires, which could result in loosening of the engine mount bolts, and subsequent separation of the engine from the airplane. This amendment clarifies the procedures for accomplishing the optional terminating action on engines 1, 2, and 3. This amendment is prompted by communications received from affected operators indicating that those procedures were unclear.

DATES: Effective March 17, 1995.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of March 17, 1995 (60 FR 11617, March 2, 1995).

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Maureen Moreland, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5238; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On February 16, 1995, the FAA issued AD 95-04-07, amendment 39-9159 (60 FR 11617, March 2, 1995), which is applicable to certain McDonnell Douglas Model DC-10-10, -15, and -30 airplanes, and KC-10A (military) airplanes. That AD requires visual inspections to determine the condition of the lockwires on the forward engine mount bolts on engines 1, 2, and 3, and correction of discrepancies found. That

AD also requires that operators report the results of the visual inspections to the FAA. Additionally, that AD provides for the termination of the visual inspections by installing retainers on the engine mount bolts on Model DC-10-30 airplanes and KC-10A airplanes in accordance with Revision 6 of McDonnell Douglas DC-10 Service Bulletin 71-133, dated June 30, 1992. That action was prompted by reports indicating that the lockwires on the forward engine mount bolts were stretched or broken. The actions required by that AD are intended to prevent broken lockwires, which could result in loosening of the engine mount bolts, and subsequent separation of the engine from the airplane.

Since the issuance of that AD, the FAA has received communication from affected operators indicating that the procedures for accomplishing the optional terminating action on engines 1, 2, and 3 are unclear. These operators have indicated that the service information contained in McDonnell Douglas DC-10 Service Bulletin 71-133, Revision 6, dated June 30, 1992 (which is referenced in the AD as the appropriate source of service information) does not describe procedures to accomplish the optional terminating action for engine 2. These operators have requested that the FAA clarify AD 95-04-07 to indicate exactly how to accomplish the optional terminating action for engine 2.

In considering this request, and upon further review of the procedures contained in that service bulletin, the FAA concurs that clarification is necessary.

It was the FAA's intent to include all engines in the provision for the optional terminating action. As such, the intent of paragraph (c) was to allow termination of the inspection for any engine on which retainers on the engine mount bolts had been installed. The FAA finds that although Figure 6 of the service bulletin does not describe procedures for installing retainers on the forward engine mount bolts on engine 2, the method for installing the retainers on engine 2 does not differ from the method for installing the retainers on engines 1 and 3, which is described in Figure 6 of the service bulletin. Therefore, the FAA has determined that paragraph (c) must be revised to reference Figure 6 of McDonnell Douglas DC-10 Service Bulletin 71-133, Revision 6, dated June 30, 1992, as the appropriate source of service information to accomplish the optional terminating action on engine 2, as well as engines 1 and 3.